



October 6, 2008

Ms. Debby Tedesco – Staff Assistant
MONROE COUNTY PLANNING DEPARTMENT
2798 Overseas Highway - Suite 410
Marathon, Florida 33050-2227

via e-Mail & US Mail

**Re: Habitat for Humanity – Big Coppitt (US 1 - MM 10.5)
Level I Traffic Impact Review**

Dear Ms. Tedesco:

We have reviewed the Traffic Impact Study prepared by *Crossroads Engineering Data, Inc.* (CED) for the applicant *Habitat for Humanity*. The traffic report and an application package were transmitted to URS on September 2, 2008. A revised site plan dated August 25, 2008 was included in the package. Our findings are as follows:

- **Background data:** Applicant is proposing to build 12 affordable town houses in 4 triplex buildings in a 0.85 acre vacant site in Big Coppitt. Access to the site will be via two driveways, one each located along the two adjacent streets – Emerald Drive and Sapphire Drive. The two driveways are not connected internally, functions independently, and each driveway provides access to 6 units. The driveways are located approximately 100' from the US 1 intersection and do not meet the spacing requirements. The alternative will be to provide a driveway along US 1, which is much less desirable than the proposed.
- **Trip Generation:** The trip generation for this traffic study is based on *ITE Trip Generation Manual - 7th Edition*. The proposed residential development is expected to generate 70 daily trips, which consist of 6 PM peak hour trips.
- **U.S. 1 Traffic Impact and Reserve Capacity:** A table titled *Arterial Trip Assignment Summary* is presented in the report. Reserve capacities for US 1 segments 1 through 5 are identified in the table and are shown to have adequate reserve capacity to accommodate the project trips. A residential development in Big Coppitt is likely to have traffic impact further than Segment # 5 (Sugarloaf). Traffic impact on to US 1 should be evaluated as far as Segment # 10 (Marathon). Segments 6 through 10, however have adequate reserve capacity to accommodate the potential traffic impact from this development. The secondary streets will have minimal impact.
- **Site Plan:** A revised full-size site plan, dated August 18, 2008, and prepared by *Laird Ueberroth & Associates, Architects*, was transmitted with the application package. The site plan lacks vehicle maneuverability details. The fire truck turning radius of 50' shown on the site plan extends beyond the edge of pavement. Further, the site plan does not show clear sight triangles at the driveways.

We agree with the findings that the proposed residential development will have little impact to the surrounding roadways. However, the site plan needs to show clear site triangles, attesting there are no obstructions to site visibility as vehicles exit the site. The site plan also needs to show vehicle maneuverability through the site.

Should you have any questions, feel free to call me.

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Sincerely,
URS Corporation Southern


Raj Shanmugam, P.E.
Senior Traffic Engineer

cc: Mr. Joe Heberman - Monroe County Planner